(b) The cases against drivers, whether DTC driver or Private Operator's bus driver, involved in fatal or serious accidents are registered by the Police and the punishment to such erring drivers is as per judgements of the Courts of Law. DTC has terminated services of 29 drivers involved in accident cases.

So far as Private Operators' buses under DTC are concerned, in the event of any fatal accident, their operation is suspended and is restored only when the erring driver has been replaced.

(c) The amount of compensation paid is as under :—

Year	Amount Paid (Rs)
1983	58,91,090.75
1984	25,03,069.85
Jan.–June, 1985 . .	14,38,658.47

(d) The drivers are instructed to observe a speed limit of 40 KM PH and to observe traffic rules. The commuters through short slogans painted in the buses are advised not to travel on footboard or to board or alight while the bus is in motion. Besides, suitable instructions regarding observance of traffic rules and other conditions for avoidance of accidents are also issued through mass media.

Apart from the instructions to the drivers and the public, the DTC also taken following steps to reduce the accidents:—

(D' To ensure deployment of properly trained drivers, only persons with a minimum of three year's experience of driving of heavy vehicles are recruited.

(2) Before the drivers are given line duty they are imparted special training in DTC Training Schools in relation to safe driving and route acquaintance.

(3) Special squads have been deputed to check both the driving habits of drivers on line and control over-speeding. Drivers with faulty driving habits are withdrawn or sent to the Training School for refresher courses.

(4) Every effort is made to improve the maintenance of vehicles.

(5) The drivers are regularly acquainted with the traffic rules and other road safety measures through films, slides and other audio-visual methods with the help of Traffic Police authorities.

(6) An incentive scheme has been introduced where by the drivers with accident-free records during the quarter are given a cash reward which progressively increases with every quarter.

Erratic supply of power in Delhi

218. SHRI RAM CHANDRA BHA RADWAJ: Will the Minister of IRRI GATION AND POWER be pleased to state:

(a) whether it is a fact that there has been erratic supply of power in Delhi during the summer of 1985;

(b) if so, what were the main reasons for frequent power failures or non-supply of power;

(c) whether it is also a fact that the industries in Delhi have also been asked to observe five day week to save electricity;

(d) if so, the estimates of production loss; and

(e) the measures taken to ensur« regular supply of power to Delhi for commercial as well as domestic use?

THE MINISTER OF STATE IN THE DEPARTMENT OF POWER (SHRI ARUN NEHRU): (a) and (b) The power supply in Delhi has been,

by and large, satisfactory. However, since June 1985 there was increase in breakdowns/trippings on account of vagaries of weather resulting in failure of distribution system.

(c) to (e) Industries in Delhi have been asked to use electricity for 5 days on account of reduced availability of power in Delhi. The loss in production is not expected to be substantial as a number of industrial units have been sanctioned captive generating units and some of the continuous process industries have been exempted from these restrictions. There is no restriction on supply of power for domestic and commercial use.

Manufacture of a Jet Trainer Aircraft by HAL

219. SHRI SURESH KALMADI: Will the Minister of DEFENCE be pleased to state:

(a) whether the HAL proposes to manufacture an advanced jet trainer aircraft;

(b) if so, when the feasibility study was completed;

(c) what progress has been made in the manufacture of Ajeet trainer aircraft; and

(d) whether it is likely to become obsolete, by the time it goes into production?

THE MINISTER OF DEFENCE (SHRI P. V. NARASIMHA RAO): (a) and (b) At present, there is no proposal by HAL to manufacture an advanced Jet trainer aircraft. A feasibility study had, however, been undertaken which has been completed in February, 1985.

(c) Essential parts of development flights of Ajeet Trainer aircraft have been completed.

(d) No, Sir.

Condition of INS Vikrant

220. SHRI SURESH KALMADI: Will the Minister of DEFENCE be pleased to state:

(a) when the aircraft carrier INS Vikrant was commissioned and what is the condition of the same;

(b) whether it needs replacement; and

(c) whether Government have received any foreign offer to sell a new aircraft carrier to India?

THE MINISTER OF DEFENCE (SHRI P. V. NARASIMHA RAO): (a) and (b) INS Vikrant was commissioned in Februray, 1961, in the Indian Navy and the aircraft carrier is fit enough to see active service for another decade.

(c) No, Sir. However, an old aircraft carrier has been offered by the U.K. to India.

Report of Air Marshal La Fontaine Committee on Air Accidents

221. SHRI SURESH KALMADI: Will the Minister of DEFENCE be pleased to state;

(a) whether Government propose to make the report of the Air Marshal La Fontaine Committee on air accidents public; and

(b) if not, what are the reasons therefor?

THE MINISTER OF DEFENCE (SHRI P. V. NARASIMHA RAO): (a) and (b) No, Sir. The La Fontaine Committee Report is a classified document. Necessary action to implement its recommendations has been taken. Many recommendations have already been implemented, and action to finalise decisions on the remaining recommendations is in hand. Aspects of the report relevant to pilots have been brought to their notice.